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Author **Topic: Operation Rolling Fire Mission #71**

BeachAV8R

Administrator
 Member # 3055

posted November 15, 2004 17:36

11/14/04
 Falcon 4.0/SP3 Campaign Mission Report #71
 OPERATION ROLLING FIRE
 DAY 6 – 1430 HOURS

Campaign Status:

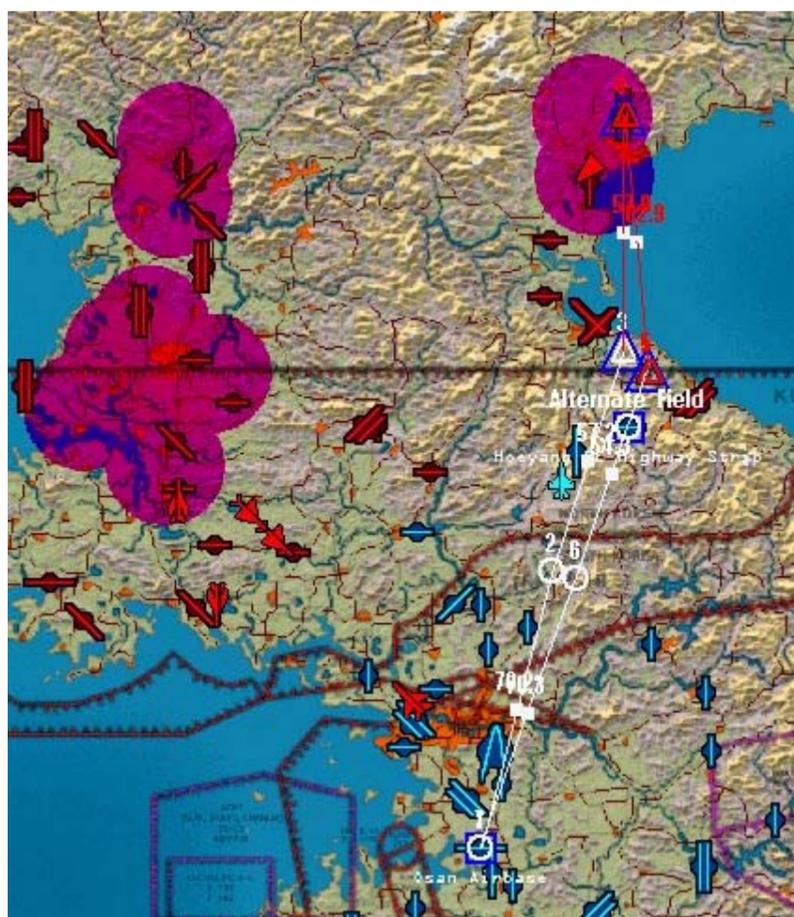
Heavy OCA strikes will continue in an effort to re-establish air supremacy.

Objective:

With the failed OCA strike on mission #70 we have been tasked to re-strike Toksan Airbase.

Planning/preflight:

This mission will be a mirror image of mission #70. This time, however, we have moved one of the SWEEP waypoints over Toksan to give better situational awareness of the target location. The ability to slave the ground radar to the steerpoint will save a lot of time hunting for the target when trying to designate the airfield:



Debrief:

Taking off once again from Osan I form up our 2-ship flight and head once again for the Wonsan area where I will start my attack run on Toksan:



Enroute to Wonsan the disturbing "29" symbol appears off our left flank, indicating either a J-11 or MiG-29 coming south toward us:



Hoping that my lone wingman will be a match for the lone J-11 I order him to engage and I continue flying toward Wonsan while he busters off to the north to do battle with the J-11. In a few minutes I hear the frantic calls of "engaged defensive" followed shortly by "Fox 3 close!" and I hold my breath waiting to find out which warrior will emerge the victor. After a minute I pull up my wingman commands menu and to my great relief find he is still alive and has downed the J-11. Having earned his pay for the mission I decide to release him to return to base since I am already in the Wonsan area getting ready to begin the low-level portion of my strike.

Sticking very close to the ground to avoid a repeat of the SA-2 attack I use the pre-loaded steerpoint to keep me on the right track without me having to pop-up to check out the ground radar picture.

Closing on the airfield I can finally make out the runways and make an adjustment to get lined up:



Ripping down the runway at low altitude I mash the pickle button and am happy that I got at least one pass out of the way when I realize I'm not hearing repeated "thunks" from my airframe. Damn! I forgot to set the release pulses to 6 and only a single Durandal came off the rack!



Just as I reach the far boundary of the airfield I hear a "tick-tick" and my HUD goes blank as shells from an anti-aircraft gun puncture my fuselage. The MASTER CAUTION illuminates but the stick and throttle respond normally to inputs so I'm hoping that only the HUD is gone. Luckily the north side of Toksan is bounded by large rolling hills and in a matter of seconds I've reached the safety of their lee:



With my HUD shot out I'm curious if my stores will still release normally so I mash the pickle button once again to see if a Durandal drops and am pleased to see one eject normally from the rack:



Using the shelter of the mountains I execute a low level 180 while I set my ripple count to 10 so that all of my remaining bombs come off on my next pass. Cresting the ridge-line I only have to make a minor adjustment to get lined up but without a CCIP symbol I have to guess when to mash the pickle button:



Cont...

<http://home.carolina.rr.com/beachav8r>

From: **Charlotte, NC USA** | Registered: **Jan 2001** | IP: [Logged](#)

BeachAV8R

Administrator
 Member # 3055

📅 posted November 15, 2004 17:37 🏠 👤 ✉️ 🗨️ “ ”

Screaming down the runway once more yellow tracer fire zips past the canopy and I hold my course as my remaining Durandals rocket into the runway, at least putting one of the parallels out of commission:



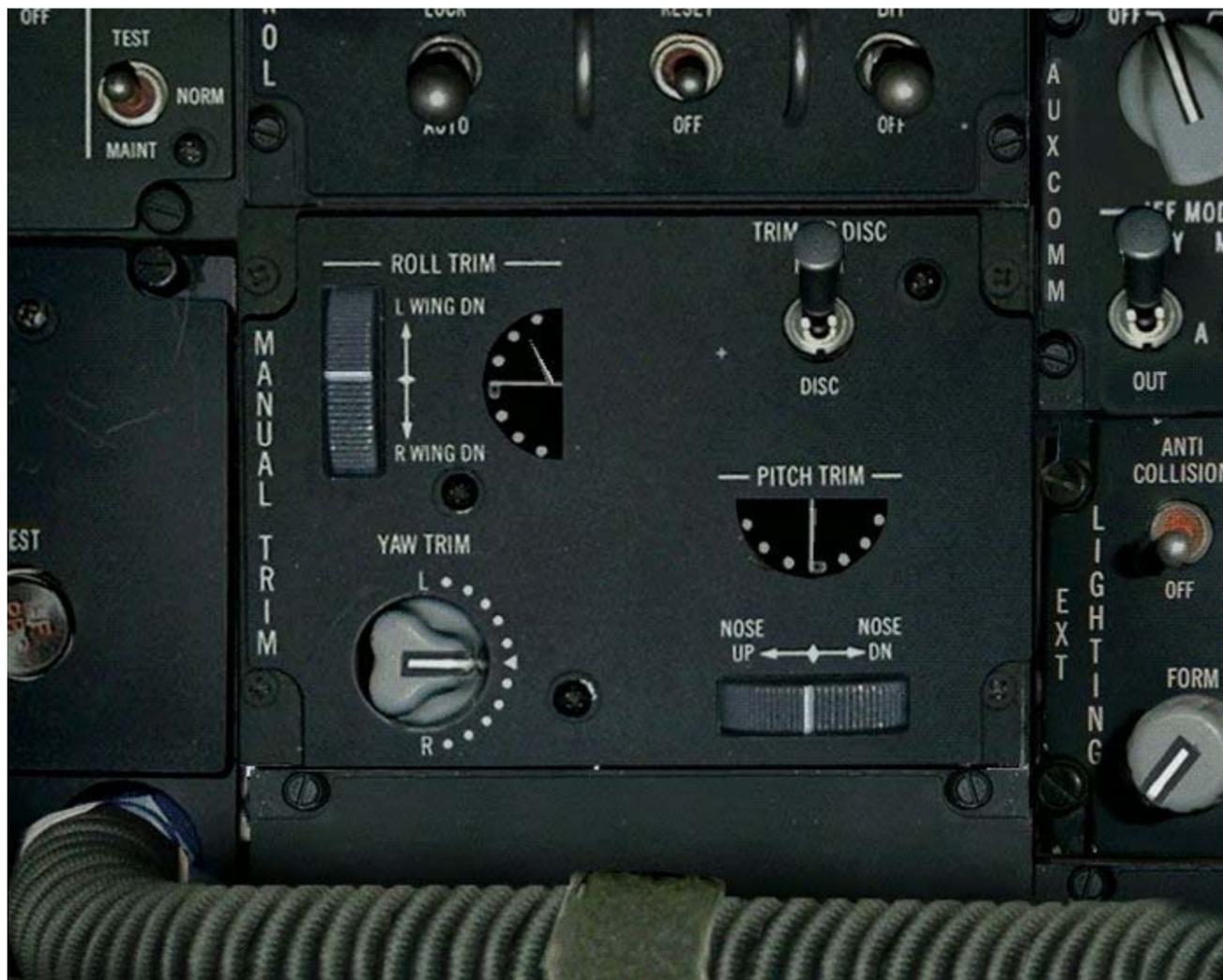
After the pass I reef around to the east and I hear a couple more "tick-ticks" as my aircraft takes more small arms hits at the airfield perimeter. My jet rolls heavily to the right and it takes constant heavy left stick to maintain level flight. Going feet wet I maintain low altitude over the water until I presume I'm out of SA-2 range and then ease up into a climb:



Taking a look at my fault page I can see the multiple faults caused by each run in with the airbase defenses. Of greatest concern is the engine fault as I notice the trail of black smoke streaming behind my aircraft:



As I climb I reach down to the left side panel and click in a ton of left wing down trim which alleviates the constant rolling moment and almost neutralizes the control stick forces:



Reducing power on the engine only seems to exacerbate the engine problem as the engine overheat light illuminates so I run it back up to military power and the light extinguishes:



I gingerly work my way back to home base thankful that I still have the MFDs to navigate by, although in a pinch I could always ask for a steer from AWACS. Approaching home base I see the airfield is under attack by a combined force of Tu-16s and MiG-23 escorts. Even without the HUD functioning I am still able to lock up the attackers on my radar and launch my AMRAAMs using the DLZ information on the left MFD:



One of the Tu-16 blazes by and I enter a hard pursuit turn hoping I can get a missile off at him before he accelerates away to the north:



I manage to down two of the Tu-16s just as the MiG-23s arrive in the area and my threat warning receiver indicates that they are painting me with their radar:



Cont...

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From: **Charlotte, NC USA** | Registered: **Jan 2001** | IP: [Logged](#)

BeachAV8R

📅 posted November 15, 2004 17:38 🏠 👤 📧 🗒️ “ ”

Administrator
 Member # 3055

Popping my speedbrakes and landing gear I enter a steep descending turn seeking the safety of home base before they arrive, hoping the local area defenses can take out the arriving MiG-23s.

Touching down on the runway I fail to see the small hole that has appeared in the runway while I've been away on my mission and my landing gear collapses as I hit the crater:



It looks like the Tu-16s managed to complete their mission before I arrived!! Osan's once pristine runways now have a couple small craters in them, not massive damage but enough to cause me to be more careful in the future!

As my plane lies in pieces on the runway a 4-ship F-16 flight is departing trying desperately to get into the air to meet the MiG-23s. The battle is stunning in its brevity and ferocity as all four F-16s are shot down while knocking three of the MiG-23s from the sky.

Here a MiG-23 takes a missile shot at one of the F-16:



Finishing him off:



Yet another F-16 falls to a missile:



The MiG-23s are relentless and fire two missiles at a time using standard Russian doctrine:



As the two missiles track in for the kill the doomed F-16 tries to dump his fuel tanks to gain an edge only to be destroyed a fraction of a second later:



One lone MiG-23 survives the melee and he hits his burners and escapes to the north at low altitude:



Conclusions:

Unfortunately, while I aggressively switch views watching the battle unfold above Osan I end up causing a CTD, so the mission results end up getting lost. This mission was very exciting though, from the initial attack on the airfield to finishing up with a shot up aircraft. With the loss of the mission results though I will have to re-fly the strike to put Toksan out of business (I won't write that mission up though and will instead leave this one to tell the tale of the strike on Toksan!).

BeachAV8R

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From: **Charlotte, NC USA** | Registered: **Jan 2001** | IP: [Logged](#)

MeanGreeny
 Junior Member
 Member # 8923

📅 posted November 15, 2004 20:18 🏠 👤 📧 🗑️ “ ”

Beach,

[Crosspost at Frugs]

With regard to lining up on the runway at low level when you're low on SA:

- Stick a waypoint over the target
- Look up the runway orientation and make a note of it [in fact I always draw a rough diagram of all my targets and their surrounding features to aid SA on the run in]
- When in the 'pit and still on the ground, dial in the intended attack heading using the Course Set knob on the HSI
- Lose your SA in a furball on the way
- Call up the Target Waypoint
- Fly the CDI at low level - taking as much avoiding action as you like since you now know precisely where the target is, it's distance and where you need to go to get in line with the runway.
- Pop up and take a look when the Range Indicator says 5 miles to go since you'll always be slightly off to one side because of the waypoint. You can go back down as soon as you've adjusted.
- [Optional] Use manual release on the bombs with the spacing and ripple dialled in as you would for CCIP. Pickle as you pass over the apron. With manual release I find it easier to fly onto the runway centreline [i.e. The Target] than if using CCIP. Using manual you wouldn't get that slight error you made on the [wrong] runway strike since you're concentrating on the target rather than HUD symbology [Not The Target].

It's a bit like shooting clays. [Those of you who have shot a rifle - it's not the same thing]. If you fix your eyes on the clay and forget about the shotgun and the required deflection [lead] you'll hit the clay. If you look at the shotgun barrel end and try and aim like a rifle you'll miss every time. Same thing - I can't remember the last time I didn't lay 6 Durandals exactly down the centre of the runway.

Try it in Instant Action - it's an acquired taste but worth the slight effort.

From: **UK** | Registered: **Jan 2002** | IP: [Logged](#)

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